

CHAPTER 13. OFF-STREET PARKING AND DRIVEWAY STANDARDS

1301. OFF-STREET PARKING

1301.1 Minimum number of parking spaces

The developer shall provide off-street parking spaces according to the standards in this chapter and Table 13-l: OFF-STREET PARKING STANDARDS when a building or structure is erected or an existing building enlarged, or an old structure or foundation is converted to a new use.

1301.2 Designation of spaces

The following rules apply in computing the number of off-street parking spaces required.

- (1) Fractional spaces shall be rounded to the next higher whole space.
- (2) Buildings or structures containing mixed uses shall provide off-street parking spaces equal to the sum of the various uses computed separately.
- (3) The required off-street parking spaces shall be located on the same lot as the building or use served, except as follows:
 - (a) When a change or enlargement of use requires an increase in the number of off-street parking spaces, or where two or more buildings or establishments collectively provide or jointly use off-street parking spaces, then the Developer may locate the required off street parking spaces at a distance not to exceed three hundred (300) feet from an institutional building served or five hundred (500) feet from any other nonresidential building served; provided, however, that parties properly execute and file a written agreement thereto as provided below.
 - (b) When the required off-street parking spaces are not located on the same lot with the building or use served or when the required off-street parking spaces are provided collectively or used jointly by two (2) or more establishments, a written agreement that assures the retention of such spaces for this purpose shall be drawn and executed by the parties concerned, approved as to form by the City Attorney, and filed for record in the office of the County Clerk. The Developer shall file a copy of the recorded agreement with the application for a building permit or certificate of compliance if a change in use is involved.
 - (c) Not more than fifty (50) percent of the off-street parking spaces required for theaters, bowling alleys, dance halls, nightclubs, restaurants, or similar

uses may be provided and used jointly by uses not normally open, used or operated during the same hours as those listed.

- (d) Not more than eighty (80) percent of the off-street parking spaces required for a church, school auditorium or similar use may be provided and used jointly by uses not normally open, used or operated during the same hours as those listed.
- (e) All parking lots, aisles and spaces required shall conform to the standards in this chapter.
- (f) The above parking requirements shall not prohibit the enlargement of a building or structure; provided excess spaces exist and such enlargement does not create a deficiency in the total number of off-street parking spaces.
- (g) Any proposed land use, whether commercial, industrial, or residential, not specifically designated in Table 13-1, which by its nature generates or attracts vehicular activity or traffic, must provide sufficient parking spaces on or near the site to accommodate the vehicular load for residents, customers, clients, suppliers, etc., which would normally be associated with the proposed land use, to the satisfaction and approval of the City.

1301.3 Parking lots

- (1) All parking lots, parking spaces, maneuvering aisles, loading areas and driveways shall be paved with an all-weather surface. Such all-weather surface shall consist, at a minimum of six (6) inches of approved crushed rock base material on compacted or undisturbed subgrade. If a developer paves the parking lots, spaces, aisles and loading areas with asphalt or concrete, the base for the paving shall be the same as, or the approved equivalent to, the all-weather surfacing required above.
- (2) Location, size and number of handicapped parking spaces shall conform to the latest building codes, state and federal laws.
- (3) If a development requires ten (10) or more parking spaces, up to ten (10) percent of those spaces may be designed for "compact cars." Effective stall dimension shall be a minimum of seven and five-tenths (7.5) feet by fifteen (15) feet and each space shall be signed "COMPACT CARS ONLY."

TABLE 13-1: OFF-STREET PARKING STANDARDS

SIC GROUP	LAND USE CATEGORY	OFF-STREET PARKING STANDARDS	SPECIAL PROVISIONS
20-39	MANUFACTURING	1 parking space per 1,000 sq. ft. of gross leasable area	
40-49	TRANSPORTATION/COMMUNICATIONS/UTILITIES		
41	Bus Terminals/Airports	To be determined by the Planning Commission	
42	Motor Freight Terminals	1 parking space per 1,000 sq. ft. of gross leasable area	
50-51	WHOLESALE TRADE	3.3 parking spaces per 1,000 sq. ft. of gross leasable area	Min. Spaces: 2
52-59	RETAIL TRADE		
53	General Merchandise	5 parking spaces per 1,000 sq. ft. of gross leasable area	
55	Automotive Stores	1 parking space per 800 sq. ft. of floor area plus site area	
58	Eating/Drinking Places	1 parking space per 100 sq. ft. of gross leasable area, or No. of spaces equals 33% of occupancy, whichever is more	
60-67	GENERAL OFFICE (FINANCE/INSURANCE/REAL ESTATE, etc.)		5 parking spaces per 1,000 sq. ft. of gross leasable area
	Min. Spaces: 3		
70-89	SERVICES		
70	Hotel, Motel	1 parking space per bedroom	
72	Personal Services	5 parking spaces per 1,000 sq. ft. of gross leasable area	
726	Funeral Homes	1 parking space per 4 seats	
73	Business Services	3.3 parking spaces per 1,000 sq. ft. of gross leasable area	Min. Spaces: 3
75	Automotive Repair Services	4 parking spaces per Service Bay	Min. Spaces: 4
78-79	Amusement and Recreation,	1 parking space per 4 seats	
80	Health Services	4 parking spaces per 1,000 sq. ft. of gross floor area	
805	Personal Care Facility	1 parking space per 6 beds	
806	Hospital	1 parking space per 2 beds	
81	Legal	5 parking spaces per 1,000 sq. ft. of gross floor area	
	Min. Spaces: 3		
82	Elementary School	2 parking spaces per classroom	
82	Secondary School	10 parking spaces per classroom	
83	Child Care Services	1 parking space per 7 children	Min. spaces: 5
84	Museums, Cultural Centers	3.3 parking spaces per 1,000 sq. ft. of floor area	Min. Spaces: 10
86	Religious Organizations	1 parking space per 4 seats	
N/C	RESIDENTIAL		
	1 and 2 Family Dwellings	2 parking spaces per dwelling unit	
	Apartments:		
	1 bedroom	1.5 parking spaces per dwelling unit	(1)
	2 bedrooms	2.5 parking spaces per dwelling unit	(1)
	3 or more bedrooms	3.5 parking spaces per dwelling unit	(1)
	Rooming/Boarding House	1 parking space per 2 beds	
	Fraternity/Sorority House	1 parking space per bed	
	Congregate Housing	1 parking space per bed	

(1) For apartment complexes with ten (10) or more units, the required number of guest parking spaces will be determined by multiplying the total number of parking spaces otherwise required for said apartment complex by .05.

- (4) All other parking spaces and lots shall meet the standards provided in Figure 13-1.
- (5) All parking spaces whether in a lot consisting of an all-weather surface or a paved surface shall be clearly delineated and designated by means of painted stripes, wheel stops, signs or other approved methods.
- (6) Parking lots and loading areas shall be designed to allow all vehicle maneuvers such as backing, parking and turning the vehicle, to take place on the lot.

1301.4 Off-street loading requirements

- (1) Any use that receives or distributes materials or merchandise by vehicle shall provide off-street loading space according to the requirements detailed below.
 - (a) Industrial uses shall provide one (1) loading space for each ten thousand (10,000) square feet of floor area.
 - (b) Business uses shall provide one (1) loading space for each fifteen thousand (15,000) square feet of floor area.
- (2) The following rules shall be applied in computing the number of off-street loading spaces required:
 - (a) Floor area shall mean the gross floor area of use.
 - (b) Fractional spaces shall be rounded to the next higher whole space.
- (3) The required off-street loading spaces shall be located on the same lot as the building or use served.
- (4) A loading space shall contain a minimum of four hundred twenty (420) square feet and shall be approximately twelve (12) feet in width and thirty-five (35) feet in depth. All loading spaces, maneuvering aisles and driveways shall be paved with an all-weather surface.

1302. DRIVEWAY DESIGN STANDARDS

The developer shall design, construct, upgrade, reconstruct or repair driveway or other facilities for access to lots according to the standards of this section. Driveways shall be permitted only upon streets where full street improvements exist and are maintained as a public street by the City; provided, however, that low volume (residential) driveways may be permitted on public lanes, alleys or other accepted public access facilities in existence before adoption of this Code. Before construction of a driveway, the developer shall obtain a Driveway Permit from the City Building Official.

1302.1 Location and construction of driveways

The location of driveways is based on many factors, including the location of individual property lines and available street frontage, requirements of internal site design, number of vehicles expected to use the driveways, and traffic safety. Generally, the farther from an intersection a driveway can be located, the less it will affect the through traffic and the less delay it will cause to vehicles using the driveway.

- (1) The developer shall locate high volume driveway approaches entirely within the frontage of the lot and not less than ten (10) feet from any side property line; provided, however, joint driveway approaches may be allowed where a permanent joint access is provided by the respective property owners either through platting or a mutual access easement (see Section 1302.1(7)). The developer shall locate low volume (residential) driveway approaches entirely within the frontage of the lot and not less than five (5) feet from any side property line.
- (2) The developer shall consider the location of other driveways on the opposite side of the street when locating a proposed driveway. Where possible, driveways on both sides of the street shall be aligned to reduce adverse effects on through traffic and to optimize efficiencies of the driveway. Driveways directly opposite each other are preferable to staggered driveways. Where it is not possible to place driveways directly opposite each other, a driveway shall be placed so that adequate left turn storage capacity is provided ahead of each driveway to avoid the overlap of left turn movements.
- (3) The developer shall construct driveway approaches so as not to interfere with pedestrian crosswalks.
- (4) The developer shall construct driveways a minimum of three (3) feet from any obstruction such as a street light or utility pole, fire hydrant, traffic signal controller, telephone junction box, etc.
- (5) The developer shall construct low volume driveways (single family residential) to conform to the criteria shown in Figure 13-2.
- (6) The developer shall construct high volume driveways to conform to the criteria shown in Figure 13-3.
- (7) When the owner or owners of two adjacent lots agree to permanently combine access points, the City shall grant an incentive bonus. The total lot width normally required will be reduced by 15 percent (15%) for each lot. In addition, where the agreement also includes a permanent mutual parking agreement, the required number of parking spaces may be reduced by 15 percent (15) for each development.
- (8) The maximum number of driveways per lot, based on the street classification and lot width shall be as shown in Table 13-2.

**TABLE 13-2
MAXIMUM DRIVEWAYS PER LOT**

Street Type	Lot Width	Permitted Driveways
Local	< 100'	
	1	
	101 - 200'	
	2	
	Over 200'	
	1 per additional 100'	
Collector	< 100'	
	1	
	100 - 250'	
	2	
	Over 250'	
	1 per additional 200'	
Arterial	< 100'	
	1	
	100-300'	
	2	
	Over 300'	
	1 per additional 300'	

**TABLE 13-3
MINIMUM DRIVEWAY CURB RETURN RADII
(In Feet)**

Street Classification	Low Volume Driveway	High Volume Driveway
Local	5	10
Collector	5	10
Arterial	10	20

1302.2 Driveway spacing for high volume driveways

The developer shall design and construct high volume driveways according to the spacing standards shown in Figure 13-4.

1302.3 Driveway design

Driveway design will depend on the land use, the volume, the character of both through traffic and driveway traffic, and the speed of traffic on the through street. Dependent upon these factors, the critical design elements include radii of curb returns, driveway throat width and the angle between the driveway centerline and the edge of the roadway.

- (1) The developer shall design driveway entrances to be able to accommodate all vehicle types having occasion to enter the lot, including delivery vehicles.
- (2) The developer shall design driveways with curb return radii according to the type of driveway and the classification of the street as provided in Table 13-3.
- (3) Tapered or channelized deceleration lanes for vehicles turning right into high volume or intersection type driveways may be required on arterial streets. Where such lanes are necessary, additional right-of-way may also be required.
- (4) The use of one-way driveways, supported by an appropriate internal circulation system, is encouraged so that entrances and exits can be separate driveways. This will promote smoother traffic flow into and out of the driveways and reduce traffic congestion in through lanes on the street.
- (5) Sometimes, where necessary for the safe and efficient movement of traffic, the City Engineer or City Council may require that special design techniques be employed to restrict or limit turning movements into or out of a driveway before the driveway can be approved. Such restrictions do not affect the number and location of access points as specified elsewhere. Figure 13-5 gives approved minimum design criteria for limited movement driveways. Deceleration lanes may also be required to be incorporated into the design.
- (6) Driveway design standards for sites that include fuel pumps parallel to the adjacent street are necessary due to the special access needs that characterize such developments. The developer shall design sites for fuel pumps according to the following standards:
 - (a) The minimum corner clearance shall be a distance of thirty-five feet (35') measured from the point of intersecting right-of-way lines to the point of tangency of the curb return radii leading to the driveway approach. The point of tangency of the curblines, corner radius and that of the curb return radius of the driveway approach shall not be compounded.
 - (b) The minimum spacing between driveway approaches within the same property lines shall be twenty-five feet (25') of tangent curb length.
 - (c) A minimum distance between the fuel pump, island and the right-of-way or property line shall be twenty-five feet (25').

1302.4 Restrictive provisions

Access to public streets shall not be provided where the conditions described below restrict or compromise the safety and efficiency of the access.

- (1) **Backing Maneuvers.** Access points shall not be approved for parking or loading areas that require backing maneuvers in a public street right-of-way except for single family or duplex residential uses on local streets.
- (2) **Sight Distance Requirements.** The minimum sight distance shall be provided at all access points as shown in Figure 13-6.
- (3) **Signalized Intersections.** Access drives within the area of intersection of public streets where traffic signals are installed, or are anticipated to be installed in the future, will not be allowed.
- (4) **Provision of Access.** If a lot has frontage on more than one (1) street, access will be allowed only on those street frontages where standards can be met. If a lot cannot be served by any access point meeting these standards, access point(s) shall be designated by the City based on traffic safety, operational needs and conformance to as much of the requirements of these guidelines as possible.
- (5) **Driveway approaches** shall not be constructed or used for the standing or parking of vehicles.
- (6) **Driveway restrictions along expressway ramps:**
 - (a) If a driveway provides access to and from expressway frontage roads, it shall not intersect the frontage road at any point along the curblane of the frontage road, or along the edge of the pavement within two-hundred and fifty feet (250') downstream from an exit ramp measured in the direction of traffic flow on the frontage road, Figure 13-7. This distance is measured from a line perpendicular to the right curblane of the frontage road, drawn through the point of intersection of the right curblane of an exit ramp and left curblane of the frontage road, and located to reduce danger created by the crossing, weaving and merging of traffic.
 - (b) If a driveway provides access to and from expressway frontage roads, it shall not intersect the frontage road at any point along the curblane of the frontage road, or along the edge of pavement if there is no curblane, within fifty feet (50') upstream of an entrance ramp, Figure 13-7. This distance is measured on the frontage road upstream from a line perpendicular to the right curblane of the frontage road, drawn through the point of intersection of the right curblane of an entry ramp and the left curblane of the frontage road, and be located to reduce danger created by the crossing, weaving and merging of traffic.

1302.5 Driveway construction

- (1) The developer shall pave with concrete or asphalt that portion of the driveway approach within the street right-of-way as follows:
 - a) Commercial, Multi-Family or Industrial: All pavement shall be concrete.
 - b) Residential: All driveway pavement abutting curb and gutter streets shall be concrete.

All driveway pavement abutting on non-curb and guttered streets may be concrete or asphalt.

- (2) Property owners developing multi-family, commercial or industrial driveways located on non-curbed and guttered streets are responsible for all culvert installations.
- (3) Driveways of residential lots located on non-curbed and guttered streets within the City limits requiring culverts shall be installed by the City at cost.

1302.6 Abandoned driveway approaches

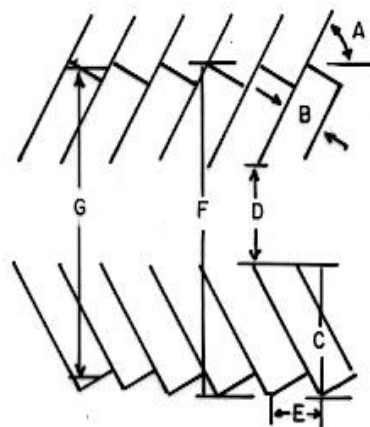
Whenever the use of any driveway approach is abandoned and not used for ingress and/or egress to the property abutting, it shall be the duty of the property owner of such abutting property to restore the curb according to the City's specifications.

1303. REFUSE CONTAINER PADS

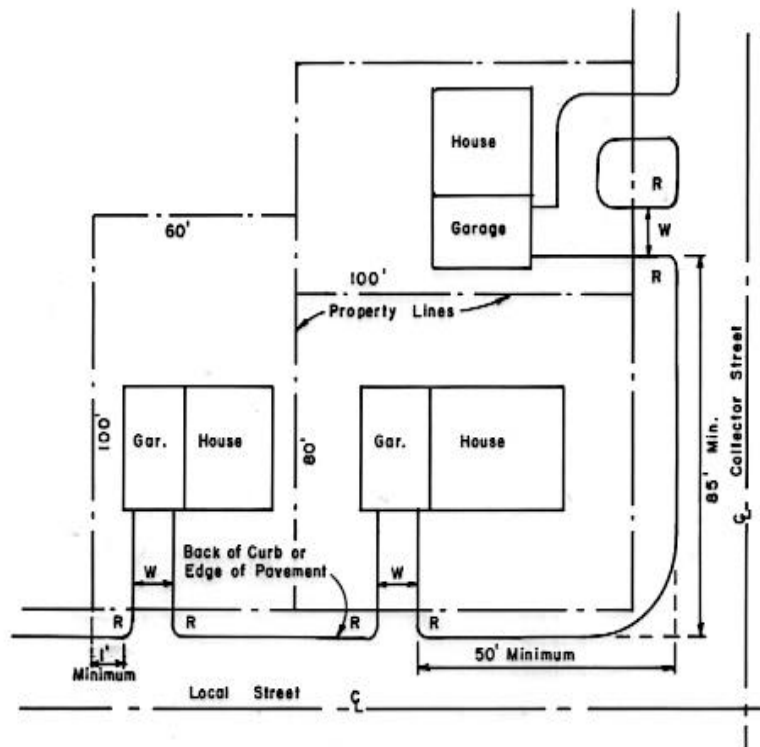
The developer shall install refuse container pads, where necessary, according to the standards contained in Figure 13-8.

<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u> a b	<u>E</u>	<u>F</u>	<u>G</u>
0°	8.0'	8.0'	12.0' 24.0'	23.0'	28.0'	--
30°	9.0'	17.3'	12.0' --	18.0'	45.6'	37.5'
45°	9.0'	19.6'	13.0' --	12.7'	52.5'	46.5'
60°	9.0'	21.0'	18.0' --	10.4'	60.0'	65.5'
90°	9.0'	19.0'	24.0' 24.0'	9.0'	62.0'	--

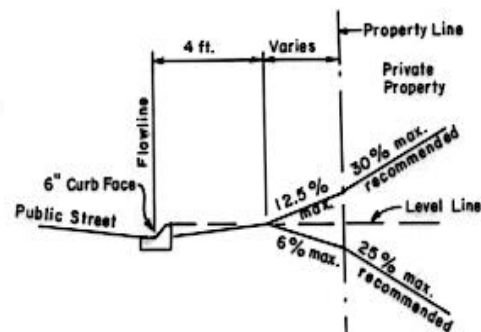
- A Park Angle
- B Stall Width
- C 19' Stall to Curb
- D Aisle Width
(a) one way traffic
(b) two way traffic
- E Curb Length per Car
- F Center to Center Width
(curb to curb module)
- G Center to Center Width Module
(assuming front bumper overhang)



Huntsville Design Criteria	PARKING LOT DIMENSIONS	Scale: NONE
Revisions		FIGURE 13-1



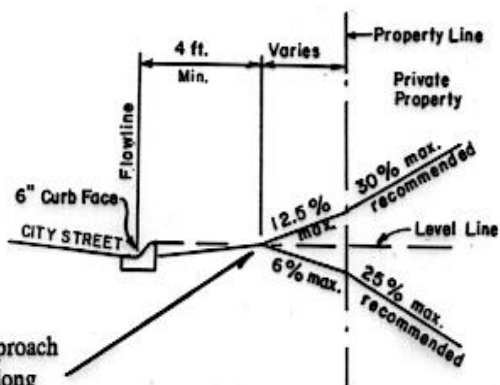
St Type	R ft	W,	ft
		Min	Max
with curb	5	12	30
non- curbed	5	12	30



NOTES:

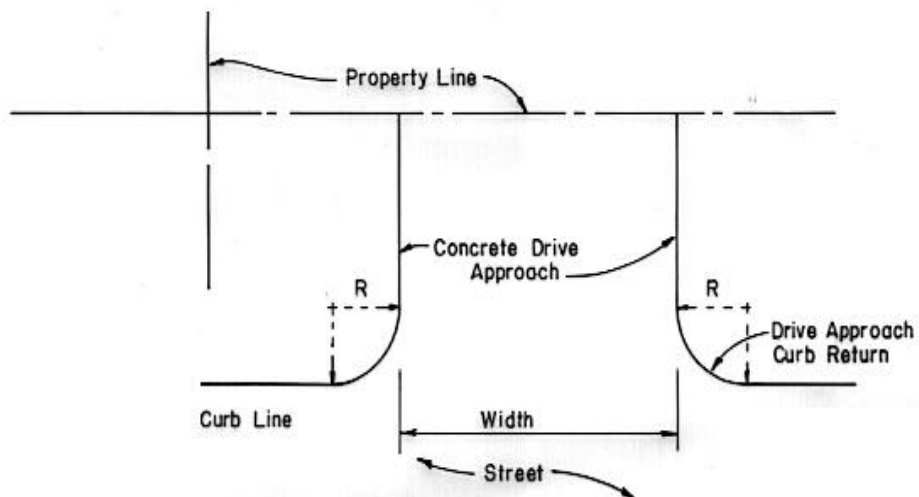
- 1) Construction, reconstruction or repair, refer to Standard Drawings for Public Improvements.
- 2) That portion of the driveway approach within the public right-of-way shall have its center-line perpendicular to the street centerline.

Huntsville Design Criteria	RESIDENTIAL (LOW VOLUME) DRIVEWAY CRITERIA	Scale: NONE
Revisions		FIGURE 13-2



Note: A parabolic approach profile may be used as long as this point is at least level with the top of curb.

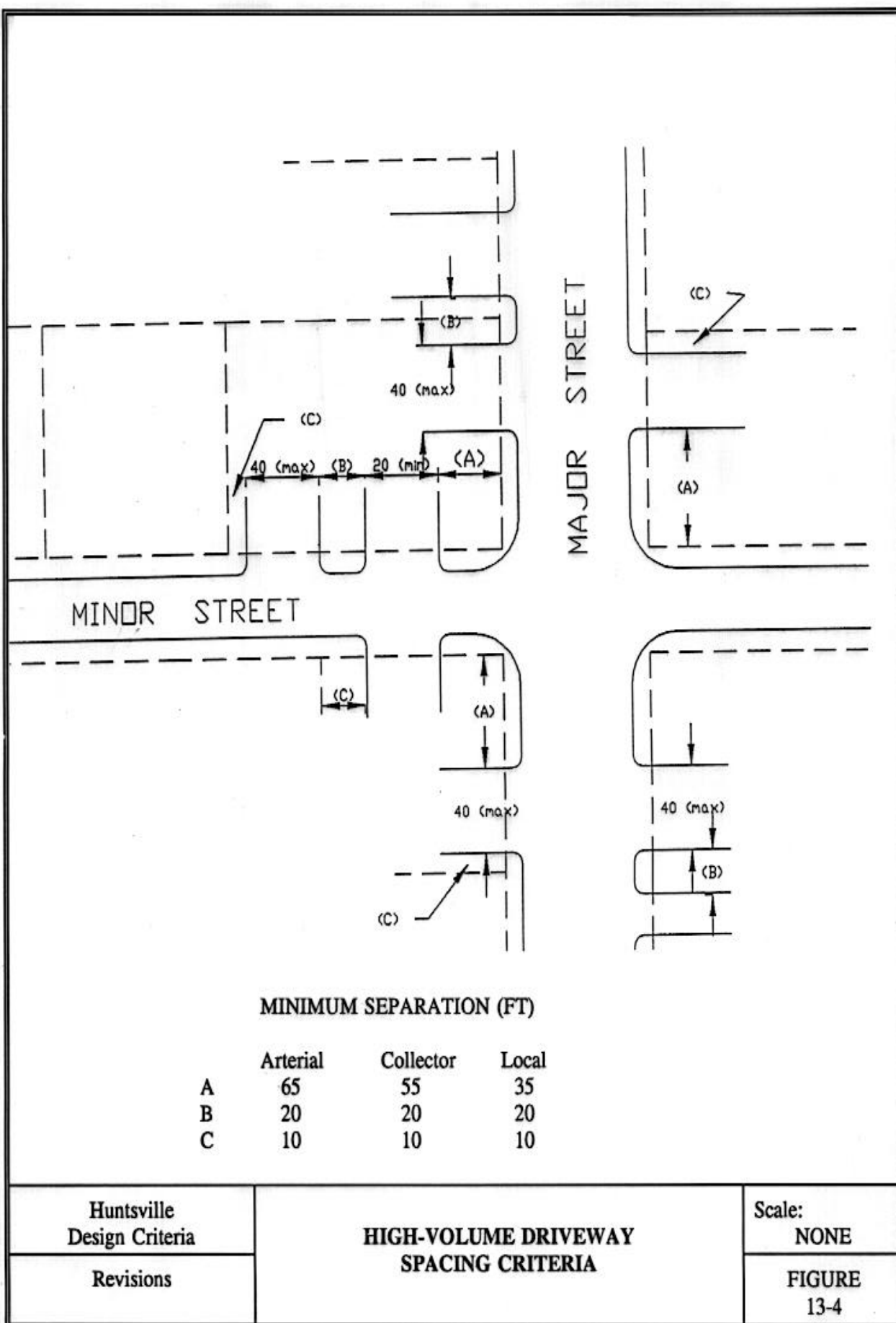
ASCENT/DESCENT STANDARDS

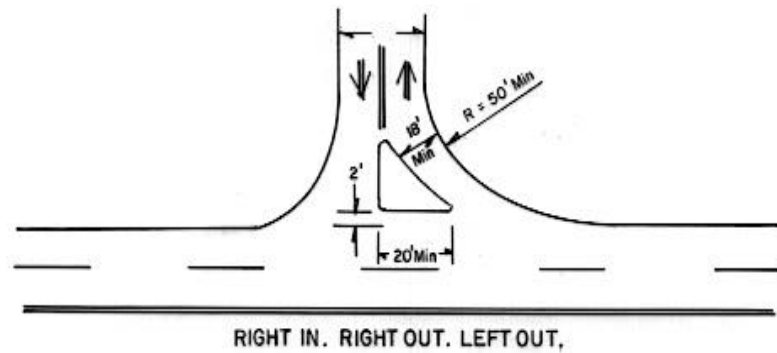
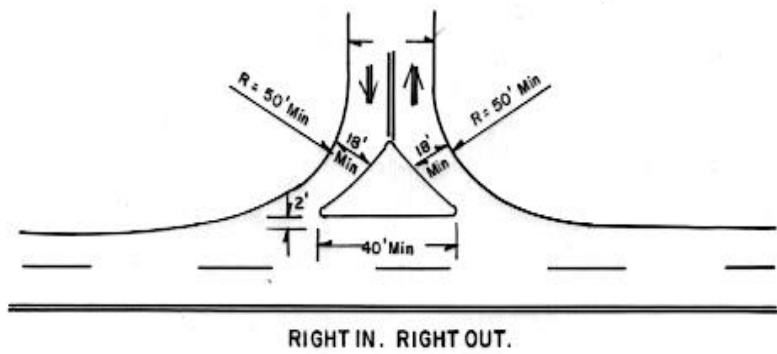
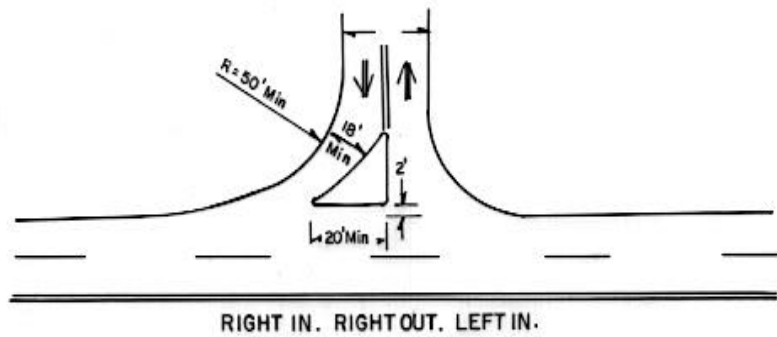


DRIVE TYPE	MINIMUM WIDTH	MINIMUM RADIUS, R
One-Way Entrance	20 feet	See Table 13-3
One-Way Exit	20 feet	See Table 13-3
Two-Way Entrance/Exit	25 feet	See Table 13-3

Note: Maximum width for all types is 40 feet.

Huntsville Design Criteria	ENTRANCE AND EXIT DIMENSIONS FOR HIGH VOLUME DRIVEWAYS	Scale: NONE
Revisions		FIGURE 13-3

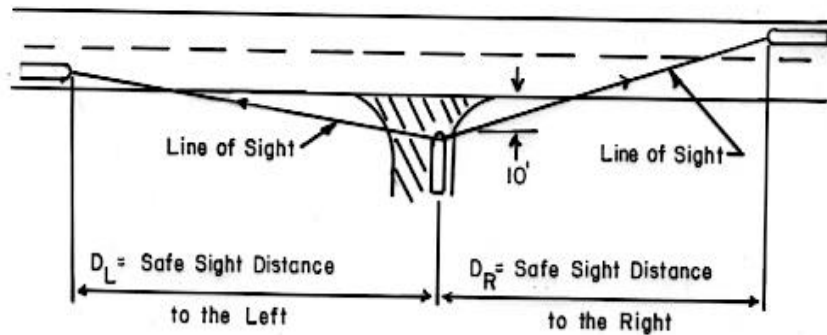




Huntsville Design Criteria	DESIGN CRITERIA FOR LIMITED MOVEMENT DRIVEWAY	Scale: NONE
Revisions		FIGURE 13-5

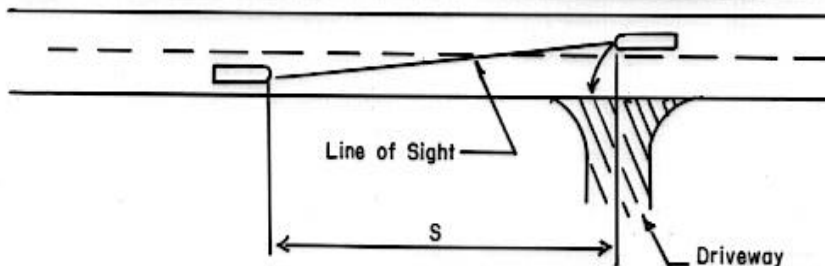
SIGHT DISTANCES AT ENTRANCES

	D = DISTANCE ALONG MAJOR ROAD FROM DRIVEWAY TO ALLOW VEHICLE TO ENTER SAFELY (FEET)															
	30 MPH				40 MPH				50 MPH				60 MPH			
	2 Lane		4 or 6 Lanes		2 Lanes		4 or 6 Lanes		2 Lanes		4 or 6 Lanes		2 Lanes		4 or 6 Lanes	
	D L	D R	D L	D R	D L	D R	D L	D R	D L	D R	D L	D R	D L	D R	D L	D L
Passenger Cars	350	260	220	260	530	440	360	440	740	700	620	700	950	1050	950	1050
Truck	500	400	400	400	850	850	850	850	1600	1600	1600	1600	2500	2500	2500	2500



LEFT TURN SIGHT DISTANCE AT ENTRANCES

S = DISTANCE ALONG MAJOR ROUGE FOR VEHICLE TO SAFELY TURN LEFT ONTO DRIVEWAY (FEET).												
30 MPH			40 MPH			50 MPH			60 MPH			
2 Lanes	4 Lanes	6 Lanes	2 Lanes	4 Lanes	6 Lanes	2 Lanes	4 Lanes	6 Lanes	2 Lanes	4 Lanes	6 Lanes	
Passenger Cars	230	250	270	370	390	420	520	550	580	700	740	780
Truck	400	440	480	570	620	670	810	880	9550	1000	1100	1200



Huntsville
Design Criteria

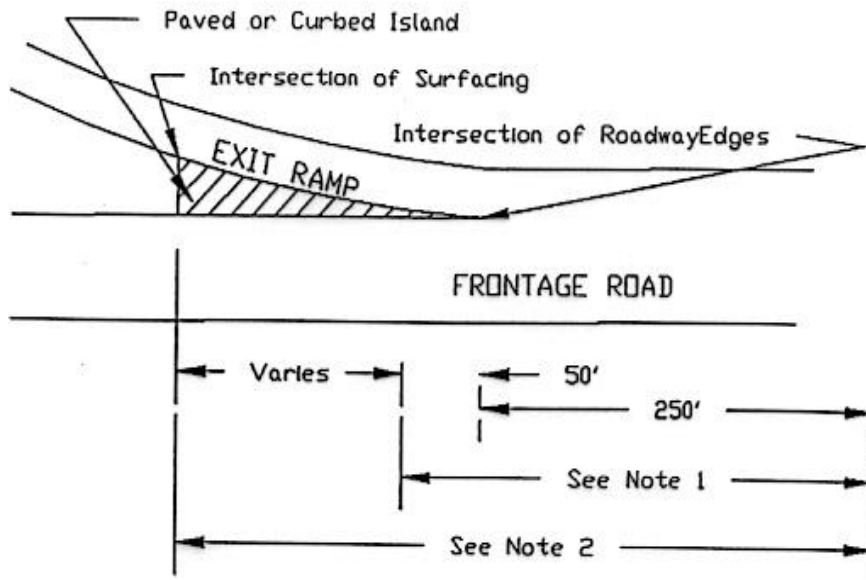
Revisions

SIGHT DISTANCES FOR DRIVEWAY DESIGN

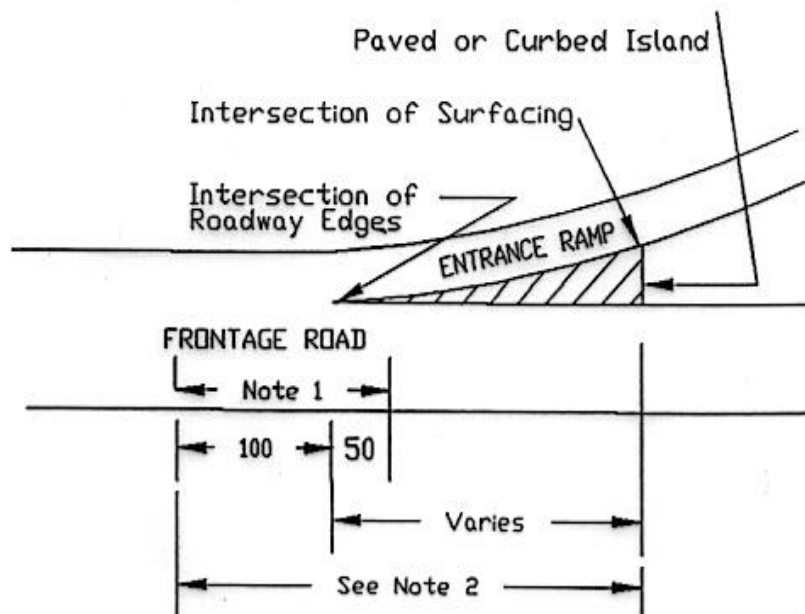
Scale:
NONE

FIGURE
13-6

EXIT RAMP/FRONTAGE ROAD JUNCTION



ENTRANCE RAMP/FRONTAGE ROAD JUNCTION



Note 1: No driveways in this area

Note 2: No driveways in this area when island is present

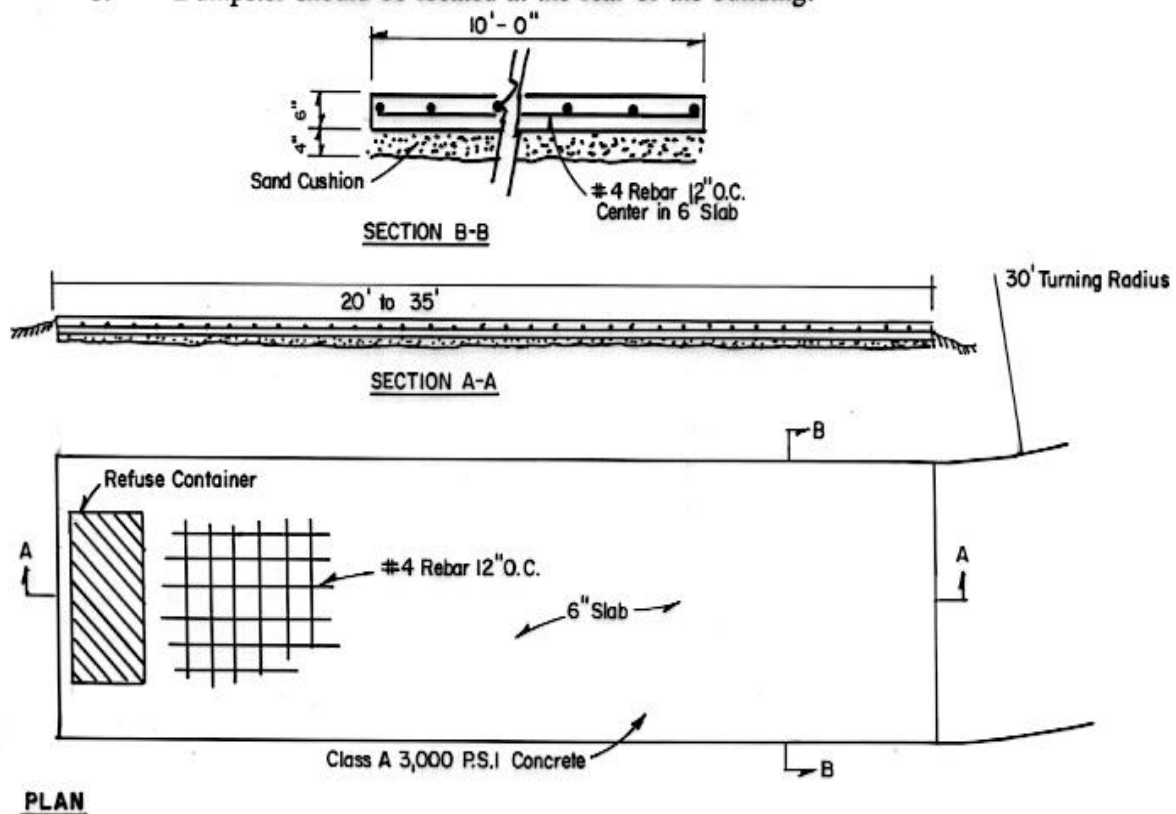
Huntsville Design Criteria	DRIVEWAY LOCATIONS AT EXPRESSWAY RAMPS	Scale: NONE
Revisions		FIGURE 13-7

Refuse Container Pads

REQUIREMENTS FOR CONTAINER LOCATION AND PADS

Show pad and location for dumpster containers or all plans for businesses, commercial buildings, service stations, apartments, etc..

1. Overhead clearance of 20 feet required.
 - a. no overhead electrical wires, overhangs or eaves.
2. A minimum 50 foot straight approach to the container shall be provided.
3. Minimum 10 feet clear space each side of container.
4. Adequate turn-around or backing area.
5. Container pad and container can not block road, street right-of-way, drainage ditches, traffic or sight triangle.
6. Areas in front and along the side of containers shall be marked as "no parking zone" or "tow away zone".
7. The collection vehicle weights 64,000 lbs. The driveways should be constructed with this load in mind. The City is not responsible for damage to private parking lots or driveways.
8. Dumpster should be located at the rear of the building.



Huntsville Design Criteria	REFUSE CONTAINER PADS	Scale: NONE
Revisions		FIGURE 13-8